

# Maintenance Memorandum

**Date:** August 27, 1977

**Subject:** Winter Maintenance Services - Snow and Ice Control

Director James Pitz approved the updated snow and ice control recommendation, which more accurately reflects our present maintenance practice.

Attached is a copy of the approved instruction (supercedes O.I. 5310.05) which describes winter maintenance practices for our trunkline system. A color coded map of the highway system will be sent as soon as it is printed.

Please insure that all those involved with this operation, including contract counties and cities, be notified and instructed about its implementation.

Maurice E. Witteveen  
Engineer of Maintenance  
(Signature on File)

**Attachment**

“Instruction on Winter Maintenance Snow and Ice Control”; 1 pg.

# Maintenance Memorandum

## Winter Maintenance - Snow and Ice Control

### PURPOSE

To provide adequate winter maintenance service, control salt usage and winter maintenance expenditures.

### INFORMATION:

Each trunkline has been classified by traffic volumes and each classification has been assigned a minimum level of maintenance during winter storm conditions. The classifications and levels of maintenance are as follows:

#### 5000 and over ADT (Average Daily Traffic)

Green - Provide maintenance services as appropriate under prevailing weather conditions, with a goal of providing a pavement surface generally bare of ice and snow. Winter maintenance forces will blade snow and ice from the pavement surface and apply deicing chemicals and/or abrasives as needed to provide a wet and reasonably bare pavement. It is intended that this work be accomplished using overtime labor as necessary.

#### 2500-5000 ADT

Yellow - provide maintenance services as appropriate under prevailing weather conditions, with a goal of providing a pavement surface generally bare of ice and snow in the center portion wide enough for one-wheel track in each direction. Deicing chemicals and/or abrasives will be applied as needed. Overtime work will cease when this level of maintenance can be sustained. Clearing the pavement bare of ice and snow over its entire width, will be accomplished as soon as reasonably possible without working overtime.

#### 0 - 2500 ADT

Red - provide maintenance services as appropriate under prevailing weather conditions with a goal of providing a pavement surface that is passable yet snow covered. Winter maintenance forces will blade or plow snow from the traveled portion of the trunkline. Abrasives and/or deicing chemicals will be used on hills, curves and intersections. Overtime work will cease when this level of maintenance can be sustained. Clearing the pavement bare of ice and snow including the use of abrasives and deicing chemicals as needed will be accomplished as soon as reasonably possible without working overtime.

Each district office will receive detailed maps illustrating the classification of trunkline highways covered by this instruction. Maps will also be made available to the contract agencies as well as Michigan Department of Transportation direct forces.